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Preliminary Report

**U-2 RECONNAISSANCE MISSION
C285C FLOWN 14 MAY 1965**

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DST-PR/[]
May 1965

**CENTRAL INTELLIGENCE AGENCY
Directorate of Science and Technology**

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PREFACE

This preliminary technical evaluation of a U-2 reconnaissance mission flown over parts of Hainan Island, North Vietnam, and south China on 14 May was developed for the 303 Committee by the following elements of the Directorate of Science and Technology:

Office of Scientific Intelligence

Office of Special Activities

Office of Elint

The evaluations are based on information and data provided by:

National Security Agency, Fort Meade, Maryland

National Photographic Interpretation Center

67th Technical Reconnaissance Squadron, Yokota, Japan

PACOM Elint Center, Fuchu, Japan

Graphics support has been provided by the Office of Research and Reports of the Directorate of Intelligence.

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Preliminary Report

U-2 RECONNAISSANCE MISSION
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SUMMARY

Mission C285C was flown from [] on 14 May 1965 over 25X1
areas of Hainan Island, south China, and North Vietnam. The
aircraft was over communist territory for approximately one hour
and 45 minutes. During this time, the U-2 was continuously reflected
by both the Chinese Communist air warning facilities and the Chinese-
North Vietnamese air warning liaison facilities. Figure 1 shows the
mission route.

The mission intercepted SCR-270, Moon Cone, and Rock Cake
radar signals throughout the entire flight. No Fan Song SA-2 or hostile
airborne (AI) radar signals were intercepted by the mission. Two
fighter reactions to the mission were noted in COMINT and sighted by
the U-2 pilot. Although the fighters were in close proximity to the
mission, they apparently did not offer a direct threat to the mission.

A total of 21 targets were reported in the field analysis of the
mission photography. The overall quality of the photography is fair
with approximately 68 percent of the mission route cloud covered.

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BACKGROUND

Mission C285C was flown on 14 May 1965 to obtain photographic coverage of COMOR targets and update Electronic Order of Battle information in South China.

Of primary interest was the rail transportation complex at Ping Hsiang (22°07'N, 106°45'E). Coverage of eleven other COMOR targets in south China was also planned. Ping Hsiang was obscured by clouds but full or partial coverage was obtained of ten other targets in south China and eleven targets in North Vietnam.

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The mission aircraft was launched from and recovered at

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Airfield, and was over denied territory for approximately one hour and 45 minutes. The total flight time was six hours and 32 minutes.

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In addition to the Delta II camera, the aircraft carried

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System 9-A airborne Systems 12 and 13 for defense against surface-to-air missile (SAM) guidance/tracking radars and System 6 electronic intercept equipment.

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ANALYTICAL FINDINGS**AIR DEFENSE REACTIONS**

Radar Tracking -- The Chinese Communist air warning facilities initially detected the U-2 while it was still over [] on a southeasterly^{25X1} heading. The mission was tracked on a southerly heading and then a course to the north for about 30 minutes, after which tracking ceased; tracking of the mission aircraft was not reflected again until 0229Z, two hours later, at a point approximately 130 nautical miles from the coast of Hainan Island. This gap in tracking, which occurred while the mission was over water, appears to have resulted from an erroneous identification of the mission's intent rather than a lack of radar capability in this area. While the mission was over denied territory, the tracking was continuous and accurate. Reported altitudes for the mission ranged from 65,000 feet to 71,176 feet, while the average altitude actually flown by the mission was 69,000 feet.

Fighter Reactions -- At least two Nanning based interceptor aircraft were reported reacting to the U-2 over portions of south China and North Vietnam. The first fighter was noted at 0335Z crossing the China-Vietnam border to react to the mission. The track of this fighter merged with that of the mission while over Lang Son, North Vietnam. Intercept of

VHF voice communications indicates that the fighter pilot had "discovered"

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the U-2 at a position approximately 1.6 n.m. to his right side. At this time (0345Z), the fighter pilot also reported an altitude of 69,874 feet; the U-2 pilot reported his altitude to be 70,000 feet at about this time and had visual contact with the fighter. Apparently no weapons were committed against the mission by the fighter.

The second reacting fighter also merged with the U-2 track in an area southwest of Nanning Airfield. During the interval the U-2 and fighter tracks were merged (0356-0358Z), the fighter was reported to be at an altitude of 65,600 feet, approximately 3,000 feet below and behind the mission aircraft.

Although both fighters were in close proximity to the mission aircraft, they did not appear to offer a direct threat to the U-2. No airborne (AI) radar intercepts could be associated with these reactions.

Missile Reactions -- There were no indications of surface-to-air missile (SAM) or air-to-air missile (AAM) threats to the mission.

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PHOTOGRAPHY

Of primary interest was the rail transportation complex at Ping Hsiang. Coverage of eleven other COMOR targets in south China was also planned. However, Ping Hsiang was cloud covered, but coverage of 10 other targets in south China and eleven targets in North Vietnam was obtained. The overall quality of the photography is fair with approximately 68 percent cloud cover in those areas overflown.

Photographs of Hai-kou Airfield, and the airfield under construction at Ning-Ming are included in this report (figures 2 and 3) as examples of photography obtained by the mission.

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